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**CITY OF ROCKVILLE
PEDESTRIAN POLICIES**

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Working Draft

CITY OF ROCKVILLE PEDESTRIAN POLICIES

TABLE OF CONTENTS

PURPOSE AND BACKGROUND.....	1
SCOPE.....	1
DEFINITIONS.....	2
1. SIDEWALKS.....	2
A. SIDEWALK CONSTRUCTION – GENERAL	3
B. NEW DEVELOPMENT AND ROAD CONSTRUCTION	4
C. EXISTING STREETS AND ESTABLISHING CONNECTIVITY BETWEEN SEPARATED NEIGHBORHOODS	4
D. RECONSTRUCTION, REPAIR, AND MAINTENANCE.....	5
2. EXCLUSIVE PEDESTRIAN FACILITIES	6
3. ACCESSIBILITY	7
4. DEVELOPMENT DESIGN.....	7
5. CROSSWALKS.....	8
6. TRAFFIC SIGNALS AND SIGNS	9
7. ENFORCEMENT AND SECURITY	11
8. EDUCATION.....	13
APPENDIX A: SUMMARY OF PEDESTRIAN RELATED GOALS.....	15

PURPOSE AND BACKGROUND

A community is characterized by its attitude toward pedestrians. To many, the term "pedestrian-friendly" suggests neighborliness, a variety of transportation options, and certain levels of convenience, comfort and safety. In other words, the community's accommodation of pedestrians is a reflection of its quality of life. Even with the best of attractions to offer its citizens, a community is incomplete unless one can walk to those attractions.

Nearly everyone is a pedestrian. Even for automobile and transit users, walking is a part of travel to the workplace and the market. For some, walking is a legitimate option for the entire commuting or shopping trip. Above the subsistence level, the purposes of walking can include attending community and social functions, visiting neighbors, and simple leisure-time pleasure. In a well-balanced community, the pursuit of these endeavors is not constrained by a lack of safe pedestrian facilities, or limited to those having access to the automobile. The lack of such constraints maximizes freedom of action for groups such as children, the elderly, those with disabilities, and transit users.

Walking is not just a means of travel between an origin and a destination, but it is also healthy exercise, along with related activities like jogging. Health issues will become more significant as the general population ages, and walking has been identified as being beneficial to the maintenance of health and in the prevention and treatment of certain illnesses. From a health standpoint alone, public support for pedestrian facilities can and should be encouraged.

It cannot be said that Rockville has always been pedestrian-friendly. The City's formative years in the 1950's and 60's were spent as an automobile-oriented commuter suburb. Consistent with that "suburban" background, the attention given in those decades to pedestrian mobility was slight. With the 1970's, two energy crises and a new environmental sensitivity began to change the picture. The City's mix of employment and residents became more balanced, and the City began to focus on transportation alternatives other than the automobile. The City has since developed a greater awareness of the need to provide for pedestrian mobility--new laws have been enacted, new standards have been set, and millions of dollars have been spent in expanding, improving, and maintaining pedestrian facilities. Newer developments, such as King Farm and Fallsgrove have been designed with special consideration to pedestrians.

The physical and policy barriers created in earlier years, however, have slowed progress and/or led to the use of compromise solutions. There has been a coincident lack of cohesion in the City's overall efforts, primarily because pedestrian considerations have so often been handled as an adjunct to some "greater" effort. Pedestrian planning and design need to be regarded more comprehensively, and their intentions accorded greater weight in the choice among competing public objectives. The Mayor and Council have recognized these needs and have directed that they be addressed through the development of a unified pedestrian policy.

SCOPE

The "unified" policy proposed herein is composed of a series of individual policy statements. Intended to be a "living" document, it numbers 86 statements in its original form but is subject to

change as policies are formulated, amended, or deleted. The policy statements are written mainly from the viewpoint of what the citizen can expect from the City. Each policy statement has been assigned to one of eight topical areas, with each topic introduced by a brief section of background commentary. Most of the material contained herein is not new; rather it is largely a codification of existing policies.

One of the chief criteria in the development of these policies is consistency with established City goals. These goals have been derived from two sources, the 1989 "Goals...Rockville" Report, and the 1993 Approved Master Plan. Appendix 1 lists the applicable goals contained in those documents, which form much of the basis for the policies developed here. Sources of more specific policies include legal documents such as the Rockville City Code and Maryland Vehicle Law. Much material has also been derived from earlier summary papers, such as the Department of Public Works 1990 "Summary of Pedestrian Programs".

DEFINITIONS

In this document, the words "shall," "should," and "may" imply a specific level of application for individual policies. These words are defined as follows:

SHALL - A mandatory condition. Policies so described are required to be carried out on an ongoing basis or brought to completion as soon as possible.

SHOULD - An advisory condition, typically in the pursuit of longer term goals and frequently in recognition of restraints or other public objectives.

MAY - A permissive condition typically associated with applications that are desirable or useful in certain situations.

Wherever the word "walk" is used as a verb in this document, it is intended to refer to the movement of all those who use pedestrian facilities.

1. SIDEWALKS

Sidewalks parallel to public streets are central to any system of urban pedestrian access. As of June 30, 2003, the City maintains 231.85 miles of sidewalks adjoining 162.92 miles of public streets, including State highways.

The City's Subdivision Regulations (Chapter 25, Rockville City Code) and Street Construction Standards (Chapter 21, Rockville City Code) provide the legal basis for Rockville's sidewalk system. These laws require that sidewalks be constructed on both sides of the street in most new subdivisions; in Planned Residential Unit (PRU) developments, specific requirements for sidewalks are prescribed by the Mayor and Council. The City also installs sidewalks on its own roadway projects. On arterial streets like Wootton Parkway, practice has been to provide an extra-wide sidewalk/bike path combination on at least one side of the street.

In general, the State Highway Administration (SHA) does not provide for sidewalks, so installation adjacent to State highways in Rockville is almost always the responsibility of the City. Since the mid-1980's, the SHA has been installing some sidewalks in conjunction with new roadway construction, but, similar to other sidewalks along State highways, maintenance remains a City responsibility.

Some streets in Rockville remain without sidewalks, particularly in older neighborhoods. Construction in these areas is made more difficult by such factors as insufficient right-of-way, poorly defined road edge, adverse grading, or private landscaping within the right-of-way. Projects can also be hampered by a lack of support from owners of properties directly adjacent to the proposed sidewalk. Without even considering funding, the goal of "a sidewalk on every street" (see Appendix 1) is expected to be elusive.

As important as the expansion of the sidewalk system is the quality of maintenance for existing sidewalks. Repair or replacement of sidewalks is accomplished both by City forces and by private enterprise under annual City contract. Over the last several years, the City has committed approximately \$400,000 annually to sidewalk repair.

A. Sidewalk Construction – General

- Along major and arterial streets, sidewalks should be provided on both sides of the street within residential and business areas, and on one side of the street in all other areas.
- Sidewalks should be provided on both sides of business streets, and on at least one side of industrial streets.
- In residential areas, sidewalks should be provided on both sides of primary streets, and on at least one side of secondary streets. Around schools, secondary streets should be provided with sidewalks on both sides.
- For all street classifications, sidewalks should be placed on both sides of the street on routes served by local mass transit.
- All sidewalks shall be at least 4 feet in width, and constructed from hard-surface materials such as concrete, asphalt, or brick. *An eight (8) foot width is preferred wherever feasible.* Concrete is to be preferred in residential and business areas generally, with brick being reserved for use in areas of institutional or historical significance. Asphalt should be limited to use in combined pedestrian/bicycle facilities and for sidewalks of a temporary nature. Asphalt may also be used in place of concrete for pedestrian pathways not adjacent to public streets (see Section 2, Exclusive Pedestrian Facilities).
- Sidewalks should be separated from the adjacent roadway by a buffer strip at least three (3) feet wide. This is especially important along high-speed, high-volume streets on which vehicle travel occurs adjacent to the curb. Separation can take the

form of a grass strip, a protective berm, or a wider sidewalk section that effectively provides a buffer while also supporting traffic control devices, street lighting, and landscaping. *Every feasible effort shall be made to ensure that the buffer strip design is sufficient to prevent snow plowed from the street from being placed on the sidewalk.*

- In both new and existing developments, raised pedestrian refuge areas may be provided at intersections and other street crossing points. These refuges can take the form of islands or peninsular curb extensions ("chokers"). In coordination with sidewalks, chokers are to be particularly encouraged at intersections where both vehicle and pedestrian movements are heavy and where on-street parking may be desirable. *Such refuges shall be considered in accordance with supplemental warrants to be adopted by the City. Island refuges are especially encouraged in the vicinity of bus stops.*

B. New Development and Road Construction

- In new subdivisions, sidewalks shall be constructed on both sides of each street.
- In PRU developments, sidewalks should be constructed on both sides of each street, with specific requirements for sidewalks and other walkways to be determined by the Mayor and Council.
- In the Town Center, sidewalks shall be provided on both sides of each street, and shall be constructed in compliance with the design criteria contained in the Town Center Urban Design Plan.
- In conjunction with new roadway construction or major reconstruction, the City should construct sidewalks on both sides of the street within residential areas, business areas, and along routes served by local mass transit. In all other areas, sidewalks should be constructed on at least one side of the street.
- Parallel to arterial streets, the City may provide a wider hard-surface pathway to accommodate bicycles as well as pedestrians. The width of such facilities shall be at least eight (8) feet, and preferably ten (10) feet.
- In reviewing plans for construction or reconstruction of State highways, the City should encourage the construction and/or improvement of sidewalks and other pedestrian amenities by the State, consistent with these policies.
- The appropriate standards of the Rockville Pike Plan and the Town Center Urban Design Plan shall be followed in the sizing and buffering of sidewalks. Protective berms are to be especially encouraged as sidewalk buffers along Rockville Pike and Hungerford Drive, Rockville's busiest and most hazardous streets.

C. Existing Streets and Establishing Connectivity between Separated Neighborhoods

- The City shall actively pursue the installation of sidewalks along existing streets without sidewalks. Highest priority for construction of new sidewalks along existing streets should be given to closing gaps in otherwise continuous sidewalks and to providing access to schools and other public facilities.
- Secondary priority should be assigned to requests for block-length sections of residential sidewalks that may be requested by petition of abutting property owners.
- The SHA should be encouraged to increase its participation in the funding and construction of sidewalks within the City. In the absence of State participation, the City shall construct (or have developers construct) and maintain sidewalks along State highways.
- New sidewalks on existing streets may be constructed at public expense on the basis of established priorities and available funding. Private funding opportunities should also be sought, especially for locations adjacent to undeveloped properties, for special-purpose projects, and to accelerate projects with low public priority. Adjacent property owners should be assessed for their specific design requests that exceed normal sidewalk standards.
- The City shall identify impediments, obstacles, and unsafe conditions that impede connectivity between neighborhoods, activity centers, and transportation facilities and shall consider appropriate improvements to sidewalks, lighting, signage, crosswalks, and other systems that enhance pedestrian mobility and safety. The City shall work with other governments and jurisdictions to improve pedestrian connectivity from Rockville to adjacent areas, especially as a part of overall traffic mitigation efforts and in conjunction with developments in Transit-Oriented Areas (TOAs). TOAs are areas where viable non-auto options exist and include areas within 7/10ths of a mile accessible walking distance from existing and programmed Metro stations and fixed-guideway transit stations on dedicated transit rights-of-way; may also include major access routes to these areas

D. Reconstruction, Repair, and Maintenance

- Reconstruction and repair of all public sidewalks shall be accomplished at the City's expense, with the exception of the few segments of sidewalk owned and maintained by the SHA. The cycle of reconstruction and the need for repairs shall be determined by the Department of Public Works.
- The City shall identify and take action to relocate or remove obstructions to sidewalk accessibility, including but not limited to utility poles, fire hydrants, newspaper vending machines, mailboxes, and overhanging tree branches. Standards for accessibility shall be in accordance with the Americans with Disabilities Act (ADA).
- Owners of abutting properties shall be responsible for snow removal, grass strip cutting, weed control and other sidewalk maintenance of a less capital-intensive

nature. For "reverse frontage" situations, where the sidewalk is generally inaccessible from the adjacent property, the City may provide maintenance when and where resources permit. All sidewalks fronting City owned properties shall be maintained by the City.

2. EXCLUSIVE PEDESTRIAN FACILITIES

"Exclusive pedestrian facilities" refer to all public pedestrian pathways other than sidewalks. Examples include public pathways within exclusive rights-of-way or easements, vehicle-free pedestrian zones, and pedestrian grade separations. The category could also be extended to include pathways through parks or other public properties that serve as through pedestrian routes, as well as pathways through common property of PRU's that effectively serve non-resident pedestrians. All of these are part of the non-recreational network of routes available to the walking public.

- In the design of subdivisions, PRU developments, and major commercial developments, public easements and pathways should be encouraged through and between properties to shorten walking paths for pedestrians generated within the site, as well as for those desiring to pass through the site. The need to provide more convenient pedestrian access should be balanced against the occasional "nuisance value" of these pathways to the particular site.
- Pathways through exclusive easements and rights-of-way shall be hard-surfaced, paved in either concrete or asphalt. The latter material is preferred if joint use with bicycle traffic is intended. Brick or other hard-surface treatment may be used to maintain aesthetic compatibility with the developed site.
- Where exclusive pedestrian facilities traverse private property, the owners should be encouraged to provide amenities such as lighting and landscaping that enhance the safety, utility, and attractiveness of these walkways.
- Further opportunities to provide vehicle-free zones should be explored, particularly within the Town Center.
- Further opportunities to provide bridges and underpasses for pedestrians should be explored and should be identified both in the Master Plan and in major development proposals.
- Within the Town Center, design and operational features favoring safe and convenient pedestrian travel at street level shall be encouraged. Complementary grade-separated facilities, however, should be considered to eliminate conflicts for pedestrians crossing major roadways such as Hungerford Drive (MD Route 355) and Middle Lane.
- Walking surfaces of pedestrian grade separations should be slip-resistant, and should continue to exhibit adequate friction characteristics when wet.

3. ACCESSIBILITY

A long-standing City objective has been to make all street crossings accessible to those with disabilities. This is accomplished by providing curb ramps at street corners and other designated crossing points. A secondary rationale for providing curb ramps is improving accessibility and safety for those walking with carts, baby strollers and the like.

The Americans with Disabilities Act (ADA) has provided an additional impetus for improving accessibility. Not only does the ADA give deadlines for the completion of the City's curb ramp program requirements but also suggests new areas of improved disabled accessibility, such as at bus stops and provision for barrier-free driveway apron designs.

- Curb ramps meeting ADA requirements (specifically, the Uniform Federal Accessibility Standards (UFAS)) shall be constructed to provide access to every legally defined crosswalk, both marked and unmarked.
- Curb ramps shall be installed in conjunction with sidewalk construction in all new land developments and public roadway projects.
- City standards for bus stop pads and barrier-free driveway aprons shall be developed, employed, and updated periodically to meet the most recent ADA requirements.
- The City should construct wheelchair-accessible pads at bus stops, eliminate barriers at driveways, and replace older curb ramps not meeting UFAS standards. Where justified and feasible, curb ramps of an enhanced design conforming to the Americans with Disabilities Act Accessibility Guidelines (ADAAG) should be installed.
- Highest priority in City programs for curb ramps (both standard and enhanced), bus stop pads, and level driveway aprons should be given to specific requests from the disabled community.
- Traffic signal pushbuttons and pedestrian informational signs shall be placed to be readily accessible to the disabled. *Where appropriate, audible pedestrian signals are encouraged.*

4. DEVELOPMENT DESIGN

While pedestrian circulation has usually been considered in the internal planning of residential neighborhoods and business areas like the Town Center, there has been a tendency to view the pedestrian aspects of new developments in isolation. In automobile-oriented commercial areas like research parks, pedestrian considerations have been neglected more often than not. As a result, a large number of discontinuities have developed in the City's pedestrian network. New development of all kinds should be viewed as an opportunity to enhance the extent and continuity of the City's pedestrian facilities. *New buildings and redevelopment should be pedestrian*

oriented.

- In considering new commercial development or redevelopment, the City shall require that sidewalks be constructed parallel to all streets in accordance with (as applicable) the Rockville City Code, the Town Center Urban Design Plan, the Rockville Pike Plan, and these pedestrian policies.
- Proprietors should be encouraged to provide facilities that enhance pedestrian circulation and accessibility on previously developed sites. In reviewing on-site projects intended exclusively to fulfill these objectives, the City should not attempt to impose unrelated development requirements. The City's encouragement of such on-site improvements should be well publicized in the business community.
- All commercial buildings, as well as public facilities not located directly on streets, shall be linked to the public sidewalk network with conveniently placed and reasonably direct exclusive walkway facilities. Pedestrians shall not be required to walk within driveways or parking aisles to reach external streets and sidewalks.
- Connecting walkways and easements between adjacent commercial properties are encouraged and should be provided.
- For large office and retail developments located adjacent to major streets (or other potential impediments to pedestrian movement), opportunities to provide grade-separated pedestrian facilities should be explored and, if possible, implemented. Such opportunities need not be specifically identified in the Master Plan.
- Pedestrian access within all development sites and to all buildings shall comply with ADA requirements.
- The need to assure acceptable pedestrian crossing times at key intersections shall be considered in traffic impact studies for new developments.
- For major developments, pedestrian demands may be quantitatively modeled to help determine the optimal location and size of pedestrian facilities. Such analyses would examine the mutual impact between pedestrian and vehicular flows.

5. CROSSWALKS

Maryland Law defines a crosswalk as any marked crossing or that part of a roadway intersection that is the prolongation or connection of sidewalks, whether marked or unmarked. Under this definition, a great majority of the City's crosswalks are unmarked. While marking all crosswalks is both unnecessary and cost-prohibitive, there should be a consistent method of determining crosswalks to be marked and available resources to install and maintain them.

- Crosswalks shall be marked within school zones, at all signalized intersections, *adjacent to Metro stations*, and at all locations with at least a moderate concentration

of pedestrian activity, especially in commercial areas.

- A marked crosswalk shall be designated by the presence of two parallel white lines at least 6" wide, spaced at least 6' apart.
- The standard width of marked crosswalks shall be 8' in residential areas and 10' in business areas. Crosswalks of 6' width should only be used where restrained by geometrics. Crosswalks greater than 10' wide can and should be used at locations where pedestrian demand is heavy.
- Away from intersections, "mid-block" crosswalks should only be designated at locations where justified by pedestrian demand and where the safety of the crosswalk location can be reasonably verified by the City.
- Mid-block crosswalks or those at unexpected locations should be illuminated to a level exceeding City standards for the appropriate street class.
- All crosswalks, especially those unprotected by signal or STOP sign control, should be monitored for sight distance obstructions. If identified, such obstructions should be removed.
- In accordance with Maryland Law, marked crosswalks shall also be hatched with diagonal or longitudinal (to the street) stripes at the following locations:
 - Streets where the speed limit is greater than 35 mph.
 - Within school zones.
 - Mid-block locations.
 - Where the presence of a crosswalk may be otherwise unexpected.
- Hatching can and should be used at any other location where special emphasis on the location of the crosswalk is needed.
- For higher classifications of streets with heavier traffic, highly durable cold plastic or thermoplastic materials should be used to insure the sustained visibility and long service life of crosswalk markings.
- In the acquisition of durable crosswalk materials, the City should seek out and specify materials that minimize polishing and the slippery surface that can result. This consideration is especially important for hatched crosswalks.
- *Crosswalks shall be marked with paddle signs in accordance with supplemental warrants to be adopted by the City.*

6. TRAFFIC SIGNALS AND SIGNS

City owned-traffic signals will have been equipped with an appropriate complement of

pedestrian signals, completing an effort that began in 1980.

While the City has consistently followed the policies stated below, DOT observes some different policies regarding the timing of traffic signals. These differences reflect the independent philosophies of the City and DOT in traffic signal operations.

- Pedestrian signals shall be installed and maintained at all signalized crosswalks a.) that cross the "main street" signal movement, and b.) where pedestrian movements potentially conflict with an exclusive (green arrow) turning movement.
- At individual locations, pedestrian signals may also be desirable for crossing "side" streets, where there is no conflict with exclusive turn movements.
- All pedestrian signals shall be of an oversized (15") single-section design. Existing signals of twelve (12") two-section design may continue in use until the end of their useful service lives.
- Pedestrian signals shall be designed and maintained to be free from obstructions.
- The City should adopt and employ special warrants, supplementary to the Manual on Uniform Traffic Control Devices (MUTCD), for traffic signal justification based on pedestrian usage. Special weighting should be assigned to the elderly, the disabled, and schoolchildren.
- At signalized intersections, the City should seek opportunities to employ exclusive pedestrian intervals during which conflicting movements are stopped, consistent with sound congestion management practice, signal coordination requirements, and intersection capacity restraints. Exclusive pedestrian intervals may be applied to single crosswalk movements only, or, to the entire intersection (the so-called "Barnes Dance").
- The standard walking speed used to determine the flashing DON'T WALK interval for pedestrian signals shall be 3.5 feet per second. *Speeds as low as 2.5 feet per second should be employed at signals where a large number of elderly and/or disabled concentrate or where otherwise identified in supplemental warrants.*
- For pedestrian convenience and safety, signal cycle lengths should be kept as short as practicable. In no case should cycle lengths of greater than 120 seconds be employed.
- Pedestrian timing at intersections shall be considered in the computation of volume/capacity ratios used in developmental traffic impact studies.
- At locations where conflicts between pedestrians and turning traffic on a shared green signal are common, a sign directing motorists to "YIELD TO PEDESTRIANS WHEN TURNING" may be employed. For left turn control, this sign would replace

the overhead "LEFT TURN YIELD ON GREEN (BALL)" sign customarily used at many intersections. Choice of sign should be based on the apparent greater conflict: turning vehicles versus pedestrians, or, turning vehicles versus opposing traffic.

- At locations where conflicts between pedestrians and right turns on red signal are common, right turns on red should be prohibited using the MUTCD standard NO TURN ON RED sign. For ease of comprehension, time-of-day NO TURN ON RED restrictions are generally discouraged, but can be used with productive effect at locations where pedestrian demand is intermittent.
- Where employed, traffic signal pushbuttons shall be conspicuously located and readily accessible to all pedestrians, including the disabled. Pushbuttons should be designed with minimum resistance to activation, and a detent to provide the positive "feel" that the signal has been called.
- At locations with consistently heavy pedestrian demand, automatic activation ("recall") of pedestrian signals should be employed, thereby eliminating the need for pushbuttons.
- At every traffic signal, with or without pushbuttons, educational signs demonstrating the proper use of pedestrian signals shall be installed and maintained.
- School crossing signs complying with the MUTCD shall be posted at every marked crosswalk in a school zone not otherwise controlled by a traffic signal or STOP sign.
- Pedestrian Crossing signs complying with the MUTCD shall be posted at all-mid-block and otherwise unexpected crosswalk locations not within school zones and not otherwise controlled by a traffic signal or a STOP sign.
- At locations where safety experience or field observation indicate, School Crossing and Pedestrian Crossing signs may be accompanied by a special YIELD TO PEDESTRIANS IN CROSSWALK sign.
- On streets where pedestrian demand is high but crossing activity is not or cannot be concentrated (apartment complexes, office parks), a special Pedestrian Area warning sign similar to the standard MUTCD Pedestrian Crossing sign may be employed.
- *The City shall maintain a list of innovative pedestrian safety traffic signals and signs and shall consider implementing them where appropriate.*

7. ENFORCEMENT AND SECURITY

Enforcement of laws, for both traffic control and public security, are an important component in sustaining safe and efficient pedestrian activity. The law also provides the means to insure that property owners keep sidewalks free from hazard and obstruction.

As needed, new legislation can and should be considered to further protect pedestrian interests and to remedy problems that might be identified.

- Police agencies shall actively enforce laws that encourage the safety of pedestrians. Conflicts instigated by motorists should be vigorously addressed in accordance with Maryland and City laws. Among the most common of these conflicts are:
 - Violation of the pedestrian's right-of-way on the "common green" at traffic signals by motorists turning left or right.
 - Failure to yield to the pedestrian's generally absolute right-of-way at unsignalized crosswalks.
 - Failure of motorists to stop before turning right on red, and failure to detect conflicting pedestrians, especially those approaching from the motorist's right.
 - Violation of red signals.
 - Blockage of sidewalks by parked vehicles.
- The Police shall also focus efforts on safety violations by pedestrians, such as proceeding against DON'T WALK signals, and discourage practices such as walking/running in the street where an adjacent sidewalk is readily available.
- Unsafe pedestrian-based advertising and soliciting on public streets and sidewalks shall be discouraged.
- Bicycle and scooter patrols should be applied to the enforcement of traffic laws affecting pedestrians.
- Uniformed crossing guards should continue to provide directed traffic movement around schools during key hours.
- Police traffic control of intersections may be exercised during periods of high pedestrian movement in business areas, during special events, and in the event of the planned or unplanned shutdown of traffic signals. As an option, traffic may be directed by trained and uniformed (or similarly designated) civilians, under Police supervision. For planned non-public events, the City shall establish and charge a fee to provide traffic control either by sworn officers or designated civilians.
- The personal security of pedestrians, both day and night, should be a high Police priority. Stress should be placed on enclosed facilities and on sidewalks where street furniture or adjacent buildings may provide easy concealment. To further enhance pedestrian security, Neighborhood Watch and Business Watch programs should be

publicized and encouraged.

- City Police shall review all development and major construction plans to help assure that pedestrian security is maximized.
- In the interest of providing a safe walking environment at night, lighting shall be provided on all sidewalks consistent with respective City standards for each classification of street. Non-sidewalk pedestrian facilities such as grade separations and subdivision pathways should also be illuminated to a reasonable standard where there is a particular public safety concern. In areas where there has been a pattern of endangerment to pedestrians, or where the Police believe such a potential exists, illumination greater than that suggested by the normal street lighting standards should be provided.
- The City's Division of Inspection Services shall take an active role in insuring that snow and ice are expeditiously removed from sidewalks, and that sidewalks are kept clear of overhanging branches and other overgrowth.

8. EDUCATION

In any aspect of traffic movement and control, programs of engineering and enforcement are ineffective without the third "E" -- education. This is especially the case where pedestrians are concerned. Driver education tends not to stress pedestrian prerogatives, and there has been little or no effort to provide "pedestrian education" to either drivers or non-drivers. Conveying the message to non-English speakers is also a growing challenge. Improvement is needed in this area, but resources to date have not been up to the task.

- Both in the process of and in addition to normal enforcement activities, the Police should educate motorists and pedestrians in the meaning of traffic laws and in the respective courtesy that motorists and pedestrians owe each other.
- The City should encourage new initiatives in educational traffic signs consistent with the need to minimize sign clutter. City programs to install and maintain special educational pushbutton signs, YIELD TO PEDESTRIANS WHEN TURNING signs, and YIELD TO PEDESTRIANS IN CROSSWALK signs should continue. SHA's sign program to reaffirm the pedestrian right-of-way in crosswalks should also be continued. *Where appropriate the City should consider use of signage to educate pedestrians on the existence of pedestrian facilities and intended routes. Non-English language newspapers and radio programs should be included to reach the broadest spectrum of Rockville resident's possible.*
- The City should solicit public input on pedestrian problems and needs at least twice a year through "Rockville Reports" and take initiatives to publicize pedestrian programs through *Cable TV, the City web site and the commercial media.*
- The City should regularly publicize the names of officials who can address

maintenance problems, inquiries about new or existing traffic control, and matters of enforcement.

- City staff should initiate and participate in outreach programs to schools and civic/*community* groups. These programs should educate the public about pedestrian safety, inform the public about City programs, and seek input on pedestrian concerns.
- *The City should have a program to encourage walking.*
- Whenever possible, the Police should educate the walking public about appropriate measures for personal security.
- To help ensure that pedestrian needs are recognized in all City traffic planning and operational activities; tallies of pedestrian movement shall be included in all intersection counts made either by the City or by private consultants performing City-mandated traffic impact studies.

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Appendix A: Summary of Pedestrian Related Goals

From the "Goals...Rockville" Report (9/25/89)

"The City should strive to promote an accessible vehicular, pedestrian, and mass transportation system that emphasizes movement of people and goods safely, conveniently, in a reasonable time frame, and with minimal community disruption."

"The City has a responsibility to see that improvements are made that will ensure safe and convenient pedestrian connections through provisions for traffic signals, sidewalks, overpasses, and other improvements in the pedestrian network."

"The City should publicize and enforce pedestrian rights within pedestrian crosswalks."

"The development approval process should mandate safe and convenient pedestrian facilities and connections in and between all new developments; in developed areas of the city, providing safety and access improvements for pedestrians and cyclists should be a priority."

From "Approved Master Plan" (7/93)

"Reduce traffic accidents through programs that create a transportation environment that is forgiving to motorists and pedestrians alike." (Ch. 4, Transportation)

"Adopt design standards that ensure that development is accessible to pedestrians and transit users". (Ch. 4, Transportation)

"Develop pedestrian policies and standards that promote the use of a coordinated walkway system, including grade separated facilities." (Ch. 4, Transportation)

"Complete a citywide system of pedestrian facilities, including hard-surfaced sidewalks along all streets, and provide convenient access to all public and major private facilities." (Ch. 4, Transportation)

"Provide barrier-free access on public and private walkways for all people." (Ch. 4, Transportation)

"Promote design standards for safe pedestrian and vehicular circulation and promote use of alternative transportation modes." (Ch. 6, Residential Neighborhood Areas)

"Community design controls should be used to improve the environment for pedestrians and create attractive, functional, and accessible activity centers." (Ch. 12, Community Appearance and Design).